

WHAT IS CLAIMED IS

1. An air-distribution device for motor vehicles, comprising a body with an inlet duct for a flow of air, three outlet ducts for outflow of the air and means of perturbation of the flow of air coming from said inlet duct, said perturbation means having three different operating positions, which cause deviation, by Coanda effect, of the flow of air selectively in the first, second or third outlet duct.
2. The device according to Claim 1, wherein the inlet duct has a mouth giving out into a first chamber, which has a first side wall right up against the aforesaid mouth and a second side wall opposite to the first wall and located at a greater distance from the mouth, said first outlet duct having a side wall set on the prolongation of said first side wall of said first chamber, said means of perturbation having a first operating position in which they are deactivated, so that the flow of air coming from the inlet duct follows, by Coanda effect, the aforesaid first wall of said first chamber and the side wall of the first outlet duct set on its prolongation, so that the flow is sent into said first outlet duct.
3. The device according to Claim 2, wherein the means of perturbation have a second operating position, in which they define a projection on said first side wall of the first chamber, in such a way as to detach the flow of air from said first wall and favour its deviation, by Coanda effect, into the aforesaid second outlet duct, which has a wall set substantially on the prolongation of said second wall of the first chamber.
4. The device according to Claim 3, wherein said first chamber communicates with the first outlet duct by means of a second mouth that opens out into a second chamber, which has a wall that joins the first side

wall of the first chamber with the aforesaid side wall of the first outlet duct, and a second side wall, set further away from said second mouth, which is prolonged into a side wall of the third outlet duct, said means  
5 of perturbation having a third operating position, in which they define a projection on said first side wall of said second chamber so as to detach the flow of air from said side wall and favour its deviation towards the second wall of the second chamber and consequently  
10 into said third outlet duct.

5. The device according to Claim 4, wherein said means of perturbation comprise a rocking member, which is mounted so that it oscillates on the body of the device and which has opposite end portions designed to project  
15 from respective slits of said first wall of said first chamber and of said first wall of said second chamber.

6. An air-distribution device for motor vehicles, comprising an inlet duct for a flow of air, a plurality of outlet ducts for the flow of air, and fluid means  
20 designed for affecting the flow of air coming from said inlet duct for distributing it among the outlet ducts, said device being wherein said inlet duct receives the flow of air from a conveyor in which there are interposed one or more heating elements.

25 7. A motor-vehicle dashboard, comprising a plurality of outlet mouths for air and at least one air-deviator device comprising an inlet duct and a plurality of outlet ducts, and means of perturbation of the flow of air, said means of perturbation having more than one  
30 operating positions, in which they cause the deviation, by Coanda effect, of the flow of air coming from the inlet duct into a selected one of said outlet ducts.

8. The motor-vehicle dashboard according to Claim 7, wherein said means of perturbation comprise a fin  
35 forming part of a side wall of a chamber, into which

the aforesaid inlet duct gives out and from which there  
branch off the outlet ducts, said side wall, which  
carries the aforesaid fin being located right up  
against the mouth with which the inlet duct gives out  
5 into said chamber, the opposite wall of said chamber  
being, instead, set further away from said mouth, in  
such a way that, in a first operating condition, of  
said perturbation member (in which it does not project  
inside the chamber), the flow of air is deviated into a  
10 first outlet duct, which has a wall set on the  
prolongation of said wall carrying the aforesaid fin,  
whereas, in a second operating condition, in which the  
aforesaid fin projects into said chamber, the flow of  
air is detached from said wall that carries the fin and  
15 attracted towards the opposite wall of the chamber,  
with consequent conveyance into the other outlet duct.

9. The motor-vehicle dashboard according to Claim 8,  
wherein the aforesaid fin has an anchoring end that is  
closer to the aforesaid mouth of the inlet duct, and a  
20 mobile opposite end, which is further away from the  
mouth, in such a way that the fin may be displaced  
continuously between two end positions, which cause a  
continuous adjustment of the amount of air that is  
distributed into two outlet ducts, between two extreme  
25 conditions corresponding to the conveyance of the  
entire flow of air into one or into the other outlet  
duct, deviation of the flow being obtained by adhesion  
of the jet (Coanda effect) on the mobile plate.

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